



**CITY OF KETCHUM, IDAHO**

**\*\*SPECIAL MEETING\*\* CITY COUNCIL**

Tuesday, May 27, 2025, 12:00 PM

191 5th Street West, Ketchum, Idaho 83340

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**\*\*SPECIAL MEETING\*\* AMENDED AGENDA**

**@ 4:10 PM on May 23, 2025**

**PUBLIC PARTICIPATION INFORMATION**

Public information on this meeting is posted outside City Hall.

**We welcome you to watch Council Meetings via live stream.**

You will find this option on our website at [www.ketchumidaho.org/meetings](http://www.ketchumidaho.org/meetings).

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**If you would like to comment on a public hearing agenda item, please select the best option for your participation:**

- Join us via Zoom (*please mute your device until called upon*)

**Join the Webinar:** <https://ketchumidaho-org.zoom.us/j/85828781794>

Webinar ID:858 2878 1794

- Address the Council in person at City Hall.
- Submit your comments in writing at [participate@ketchumidaho.org](mailto:participate@ketchumidaho.org) (*by 9 AM the day of the meeting*)

*This agenda is subject to revisions. All revisions will be underlined.*

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**CALL TO ORDER:** By Mayor Neil Bradshaw

**ROLL CALL:** Pursuant to Idaho Code Section 74-204(4), all agenda items are action items, and a vote may be taken on these items.

**COMMUNICATIONS FROM MAYOR AND COUNCILORS:**

1. Public Comments submitted

**EXECUTIVE SESSION:**

2. Idaho Code 74-206(1)(c) - To acquire an interest in real property not owned by a public agency and 74-206(1)(d) - To consider records that are exempt from disclosure

**ADJOURNMENT:**

## Cyndy King

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**From:** Richard Mull <mullrlus1@gmail.com>  
**Sent:** Monday, May 26, 2025 4:19 PM  
**To:** Participate  
**Subject:** E-bike rules

Hi, I saw the announcement re an E-bike ordinance and wanted to pass on some suggestions. I'm a competitive cyclist and have raced internationally as part of Team USA. I'm a Sun Valley resident and have lived in SV for 26 years.

The biggest thing that has been missing in terms of regulating E-bikes is detailed signage that:

1. Specifies the types of E-bikes not allowed by showing an image of each and a brief distinguishing feature
2. Mention of the new ordinance and penalty.

Signage ideally would be at each place the bike path crosses a road.

Regular low speed E-bikes are not generally a problem. They move quite slow in my experience.

The biggest problems are very heavy large tire motor bikes most of which have throttles that don't require pedaling and many of which are driven by kids (many underage) going very fast. Many kids head from Hailey and Bellevue to the Ketchum skate park. Other kids are commuting to school. Those should be considered "reckless" per se and banned.

A community presentation to parents and kids laying out these rules and answer questions would be very helpful. Occasional police presence on the bike paths definitely help.

One other point affecting safety on the bike paths are markings and signs where the paths cross roads asking drivers to watch for/yield to those on the paths. I can't tell you how many cars don't even slow down even when the bike rider does and looks right at them. Gimlet and Ohio Gulch are particularly bad.

Richard Mull  
208-720-8937

## Cyndy King

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**From:** City of Ketchum Idaho <participate@ketchumidaho.org>  
**Sent:** Monday, May 26, 2025 10:12 AM  
**To:** Participate  
**Subject:** Form submission from: Contact Us

Submitted on Monday, May 26, 2025 - 10:12am

Submitted by anonymous user: 199.231.118.236

Submitted values are:

First Name Charles

Last Name Ely

Email bikenorth51@gmail.com

Phone number

Email/text notifications

Question/Comment

This is a comment on the new proposed ordinance concerning human powered vehicles. The fine appears to be in-line with a motor vehicle fine and appears to cover all human powered vehicles. The comment is, the picture on the Mountain Express web page has an individual walking to the extreme left of the travel lane, only paying attention to their phone. I can't see if there are ear phones on. I hope your education program includes walkers. Do you have adequate bike lanes that run along the city roads or dedicated bike lanes? As a cyclist who owns and rides both an analog and e-road bike, I just hope the education covers the full spectrum of recreation. This will most likely impact families and the older generation than a roadie. Idaho law does allow for cyclists's to flout a few rules if safe. Like rolling thru a stop sign if it's safe. I applaud the effort to remove "e-bikes" that are over 750 watts or that have been modified in such a way, that the type class distinction has been changed.

The results of this submission may be viewed at:

<https://www.ketchumidaho.org/node/7/submission/12796>

## Cyndy King

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**From:** Mark Maykranz <mmaykranz@hotmail.com>  
**Sent:** Friday, May 23, 2025 1:18 PM  
**To:** Participate; Amanda Breen; Spencer Cordovano; Tripp Hutchinson; Courtney Hamilton  
**Subject:** Comp plan, Y housing

I am very disappointed that the Town is going to use the Bluebird model again for the proposed Y project. I displayed my support for the Y project assuming that the income targets would be in line with the essential workforce (teachers, nurses, emt's, etc). I absolutely oppose the wage profile that was used for Bluebird. Again and again, we hear we are going to house essential workers for Ketchum, and, instead, we house Nannie's, painters, and employees to work down valley. Accordingly, I rescind my support for the project. I will raise this topic in the next election season. Remarkably, council seems to be attracted to friction. The federal tax credit program does not work for Ketchum's needs.

I spent some more time on the comp plan. Three topics concern me the most: upzoning, building heights, and the classification as nonconforming of single family homes in upzoned areas.

Construction costs, not including land, are north of 1k per square foot. To think that reducing the number of single family homes in Ketchum so more condominiums can be built will increase the number of families who live in Ketchum is pure folly. It's a comical act. What you are doing is chasing away affluent families who can afford to live in Ketchum. Over time, these families will choose Sun Valley and Hailey for single family ownership. Once again, council is shooting itself in the foot and pissing off a bunch of locals.

Older condominium buildings should be targeted for locals' housing. The Town should buy condominiums in the under 550 k range and implement a rental and deed restricted program. For instance, there was recently a Pinewood 2 bedroom condo for about 550k. Great location, with parking, good to go. Other similarly priced units are coming on the market this Spring.

I am opposed to any building height allowance over 3 stories. I do not want to see any height incentives for any reason. I am extremely disappointed that Council is about to let the Limelight turn 11 hotel rooms into 2 penthouses. Remarkably, the Limelight was granted two additional stories and avoided the housing fees. Again, this topic will be revisited during campaign season.

Out of one side of the mouth Council approves a massive Marriott because "we need hotel rooms," and out of the other side of the mouth Council approves conversion of existing hotel rooms for more empty, godforsaken penthouses.

I have many concerns with the proposed code for sections 16.01.050 and 16.01.050B regarding nonconforming property. At several public hearings, Morgan Landers suggested that 1200 square foot additions were allowed in the current code for nonconforming properties (which is categorically false). In my opinion, this statement was made to placate the angry attendees at the meeting, as if to suggest that nonconforming code is not that onerous. Mathew (P and Z member) even quipped a 1200 square foot addition is very substantial. Now, the newly proposed code explicitly forbids additions of any size to nonconforming homes except in the CC zone. Again, another shot in the foot!

More later.

Sincerely,  
Mark Maykranz

## Cyndy King

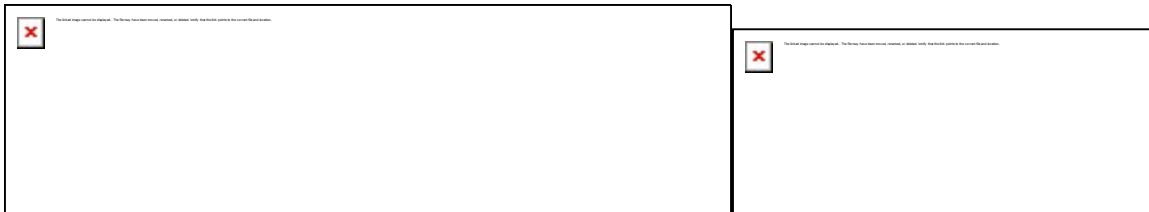
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**From:** Brian Poster <Brian@poster-construction.com>  
**Sent:** Thursday, May 15, 2025 2:29 PM  
**To:** Participate  
**Cc:** steven@rivera-clair.com; Dylan Lobey  
**Subject:** Working hours for street repair

### Ketchum Elected officials

I was told that the City has rejected a proposal to increase working hours for the Highway 75 project. I'm not sure if this is true or just rumor. If it is in fact true, I would ask you to reconsider. The current traffic situation is slowing down every job in the City limits as well as Sun Valley. I would say that every job is losing ½ day per week due to the slowdown. That would add a month per year to every job. I've been told that excavation companies are losing 30-40 hours per day due to the excessive and unnecessary slow down. The carbon exhaust from all of the vehicles not moving is also a threat to the environment. If the road crews have budgeted to work nights, please let them. Many construction companies have to start in Hailey and go to the supply house to get materials for the day's work. This means that "just drive up earlier" is not an option. The inconvenience to people living along highway 75 is a fair concern, but it does not outweigh the economic impact to Ketchum business and residences. Tourist will find out about the traffic and go to other places in Idaho to avoid Ketchum. Please consider these items as you consider the current jamb we gotten into.

Brian Poster  
Poster Construction



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## Cyndy King

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**From:** Steven Rivera <steven@rivera-clair.com>  
**Sent:** Thursday, May 15, 2025 1:13 PM  
**To:** Participate  
**Cc:** letters@mtexpress.com  
**Subject:** Reconsideration of Construction Hours for Trail Creek Bridge Project

Dear Council Members,

I am writing to express my deep concern regarding the recent decision by the Ketchum City Council to reject a proposal that would have allowed construction work to proceed during nighttime hours near Trail Creek at the southern entrance to town.

In just the first few weeks of the project, the disruption to daily life has already proven substantial. What was once a simple ~10-minute drive from Gimlet to Ketchum has now become a grueling 45-minute to one-hour commute. This is not merely an inconvenience—it is a widespread financial and logistical burden on local residents, workers, and business owners.

Please consider the following:

- Hourly workers and tradespeople, many commuting from as far as Twin Falls, are losing productive work hours stuck in traffic. This impacts businesses' bottom lines and employee compensation.
- Parents are struggling to get their children to school on time while also trying to maintain their own work schedules.
- Emergency services and delivery routes are delayed, adding risk and cost to essential operations.
- Environmental impact from idling vehicles during traffic standstills contributes to unnecessary emissions in a town that values sustainability.

While I understand that Council Members Tripp Hutchinson and Amanda Breen raised concerns about nighttime noise, I urge you to consider how most modern municipalities handle major infrastructure projects: by conducting the most disruptive work outside peak commute times, often overnight. This is standard practice in urban planning for precisely the reasons we are experiencing now.

A policy designed to protect a few from potential nighttime noise should not come at the cost of widespread hardship for so many. I respectfully request that the Council reconsider this decision, evaluate meaningful traffic and economic data, and explore a compromise that allows critical work to proceed more efficiently during off-peak hours.

Let us prioritize the collective needs of the greater Ketchum community and implement a strategy that minimizes long-term disruption.

Sincerely,  
Steven J. Rivera  
Full time resident / Gimlet